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Hongkong, 16th May, 1904. [a35]

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ESTABLISHED A.D. 1841.

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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23RD MAY, 1904

RUSSIA has not been slow to suffer also at the hands of Nature a similar disaster to that which afflicted Japan on the 15th instant, when a fog caused the loss of the cruiser *Yoshino*. The Russian cruiser *Bogatyr*, in a fog, has now sunk outside Vladivostok. In the case of the *Yoshino*, was one of her fellow cruisers which sank; the *Bogatyr* was lost through striking a rock. The result has been the same in both cases, that the unfortunate vessel is out of the war, even if not permanently out of existence. The Russians were able to save all the crew, it seems, in this more happy than the Japanese. But, on the other hand, the *Bogatyr* was a far larger, more modern, and better armed vessel than the *Yoshino*, and the loss to Russia is proportionately heavier. At this time, when matters have been overtaking both belligerents' navies in rapid succession, it may be uninteresting to give a list of the actual losses, as far as can be made out from the various accounts. Taking the Russian list first, we have the following:—
Petropavlovsk, battleship, blown up off Port Arthur on 13th April;
Bogatyr, protected cruiser, wrecked off Vladivostok last week;
Varyag, protected cruiser, sunk at Chemulpo on 9th February;
Korietz, gunboat, sunk at Chemulpo on 9th February;
Sivuchik, gun-vessel, destroyed by Russians at Newchwang;
Bestuchev, destroyer, sunk at Port Arthur on 13th April;
Vnushitela, destroyer, wrecked off Port Arthur on 24th February;

Steguschki, destroyer, sunk off Port Arthur on 10th March;
Yenset, mine or torpedo-transport, blown up at Dalny on 11th February.
To these may be added perhaps the *Bogart*, armoured cruiser, reported wrecked at Port Arthur in February, and *Bogarin*, protected cruiser, claimed by the Japanese to have been wrecked at Dalny on 12th February; and the following damages of a serious nature:—
Pobieda, battleship, struck by mine off Port Arthur on 13th April;
Pollava, battleship, struck by shell at Port Arthur on 9th February;
Retvisan, battleship, torpedoed at Port Arthur on 8th February;
Tsarevitch, battleship, torpedoed at Port Arthur on 8th February;
Ashold, protected cruiser, struck by shell at Port Arthur on 9th February;
Diana, protected cruiser, struck by shell at Port Arthur on 9th February;
Pallada, protected cruiser, torpedoed at Port Arthur on 8th February.
The case of the *Novik*, protected cruiser, is doubtful; she has done a lot of hard fighting and has several times been reported injured.
Turning now to the Japanese fleet, the following losses are certain:—
Hatsuse, battleship, blown up off Port Arthur on 15th May;
Yoshino, protected cruiser, sunk in collision off Shantung promontory on 15th May;
Miyako, unarmoured cruiser, blown up off Taiwan on 14th May.
No record of lesser Japanese casualties can be furnished. The Russians have repeatedly claimed to have sunk destroyers and torpedo-boats, but, apart from the blowing up of torpedo-boat No. 48 at Taiwan on the 12th May, the Japanese admit no losses. As the Japanese official news has been so correct we must be inclined to believe their actual losses no more; but with regard to minor injuries it is known that they have docked some vessels from time to time. Whether the *Kanaga* was injured in the collision on the 15th instant remains to be heard.
In total losses, therefore, we may certainly set one Russian battleship, two protected cruisers, two gunboats, three destroyers, and a mining vessel against one Japanese battleship, one protected cruiser, and one unarmoured cruiser. In addition the Russians have four battleships and at least three protected cruisers practically hors de combat against unknown but small Japanese casualties. The discrepancy is not a little startling; or at least it would have been, could we have foreseen it at the beginning of the war.
To-day and to-morrow being public holidays, there will be no issue of the *Daily Press* to-morrow (Victoria Day); should, however, any important war telegrams be received they will be issued to our subscribers in the form of an Extra.
Capt. R. Mitchell has resigned his commission in the Hongkong Volunteer Corps.
The appointment is notified in the *Gazette* of Mr. T. L. Perkins to act on behalf of the Building Authority.
By a proclamation in the *Gazette* the prohibition to export arms, etc., is extended for a further period of 6 months.
A large number of local holiday-makers who have not gone to Macao are going round to Deep Water Bay to-day. The links should be crowded.
8 more fatal Chinese plague cases were reported up to noon on Saturday. One man was found wandering in No. 2 Health District and subsequently died, while one body was dumped.
The latest home papers record that Lisbon a month ago was without newspapers owing to a printers' strike, and Vienna was without a train service owing to a strike of employees on the Hungarian State Railways.
In a cricket match at the Happy Valley on Saturday between the Dallas Company and the "Nondescripts" the former won a meritorious victory. The Dallas Co. were assisted by a certain number of local cricketers, but Mr. Percival Knight managed to distinguish himself both in batting and bowling, making 26 runs and taking 4 wickets.
Mr. John Roberts played a game of billiards recently at the United Club against another of Bangkok's leading billiard players, Mr. Charles Roberts. The conditions were 1,000 up. Mr. C. Roberts receiving 650 start. Mr. John Roberts filled his score of 1,000 against Mr. C. Roberts's 941, winning by 52 points. Mr. John Roberts subsequently played Mr. George Stewart. The latter had 650 points in 1,000 up allowed, and Roberts won by 151. After the conclusion of this game Mr. Roberts played Messrs. J. K. Black and Payne at pool, giving the former 5 and the latter 6, and beating them respectively by 12 to 7 and 13 to 7.

Singapore has declared Amoy, as well as Hongkong, plague-infected.
On Saturday evening Mr. Li Hong Mi, Supreme Court interpreter, was entertained to a banquet in the Yin King Lam restaurant, on the occasion of his departure for England on leave. There were about 40 people present. Mr. Li Hong Mi is taking to England his son to be educated. Good wishes from their many friends follow them both. Mr. Li Hong Mi and his son leave by the *Bogart* on Wednesday.
The following is the programme of music to be performed by the band of the 1st Sherwood Foresters on the New Parade Ground from 5 to 6.30 p.m. to-day:—
March....."Scraphine".....Clark
Overture....."The Merry Wives of Windsor".....Nicolai
Selection....."Coppelia".....Dolibes
Salonstück....."Rosenkavalier".....Ascher
Suite....."Peer Gynt".....Strang
Valse....."O Shonor Maid".....Strauss
"God Save the King."
The Acheen war, which began in 1873, is reported to have cost Holland about 230 millions of guilders up to the end of last year. The war is in its last stage, but still drags on, the operations being now mainly against the Gayoes, a tribe of hillmen who had given aid and comfort to the Achinese to whose Sultan they owed allegiance. The Sultan has submitted, and has left the Gayoes to their fate, while the Achinese are said to have been so effectually brought under, that they can do nothing to help their allies.
The English cricket season has made a characteristic start. At Lord's on the 8-11th inst. Mr. Warner's Australian team made 300 runs in the first innings. In the second innings the team made 34 for one wicket. The Rest of England scored 247. The game was drawn, there being no play on Tuesday owing to the rain. The *Strait Times* telegram which gives these details also says that Lancashire beat Leicestershire by an innings and 64 runs, and Surrey beat Hampshire by 253 runs.
Sport and Gossip of the 15th inst. writes:—
The Committee of the Hongkong Cricket Club a few days ago had a meeting at which it was decided to send a challenge to Shanghai, inviting the team to visit the Crown Colony in November next and there fight a new battle, as well as some of the old ones, over again. The H.C.C. at a cost, when it is finished, of close upon \$30,000, is building a new Pavilion in the south-west corner of their ground, and it is hoped that the match, Hongkong versus Shanghai, may witness the opening of the building.
The Sabah Steamship Company held its ninth ordinary general meeting at Sandakan, North Borneo, on the 5th April, with Mr. P. Breitig in the chair. The chairman said that business on the coast was very bad for the Company. In addition to this the North German Lloyd had been trying to capture the Company's trade and to injure its business. With regard to this the chairman made the following further statement:—There has been a great deal of gossip of late regarding the acquisition of this Company by the Norddeutscher Lloyd. It is true that for some time certain negotiations were proceeding, but as they have now been definitely abandoned it is not necessary for me to make any further reference to them.
"Even if they should lose the war and haven't that to make them feel big," remarked a doctor (quoted by the *Philadelphia Press*), "in all probability the next generation—or the next but one—of the Japanese will be as tall as the average American or European. It is the custom of sitting on the ankles on the floor—instead of a chair as we do—that explains the shortness of the Japanese leg. The arteries are kinked by the cramped position and are therefore not properly nourished. As a matter of fact, however, the Japanese spine is just of a length with the average American or European one—in deed, we all differ in height rather by reason of leg than of back, and the spinal column is singularly constant among various individuals. Now the chair has gained a place in Japanese life, and soon the length of the Japanese leg will become normal."
The Roman Catholic periodical *Les Paroles Françaises* says:—The only result of the Russo-Japanese war which can as yet be said to be certain is the ruin of a French foundation—namely, that of the Catholic missions. If the Russians should eventually turn out to be crippled victors in a long struggle, the sympathy which binds France to the Empire of the North will not save the priests who propagate the Roman Catholic faith. For violent hatred has always existed between the Russian popes and the fathers of the French missions. The scandalous scenes of daily occurrence between members of the Orthodox and Roman Catholic faiths at Jerusalem are the exact model of the scenes illustrating the history of Christianity in Japan. The example of fraternity is not given in the Far East by the mystical envoys of the Russian Church. These Orthodox missionaries are intelligent, keen traders. On the other hand, they are easy-going in matters concerning religion, and all they ask of the Japanese is the right to molest French missionaries. If Russia should be victorious, she will endeavour to extend her political influence through the ministers of her national religion, and she will do so to the great prejudice of the religious *protégés* of France.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR

THE "BOGATYR" DISASTER.

KORE, May 21, 12.30 p.m.

The *Bogatyr* stranded at the entrance to Vladivostok in a fog and sank.

[This confirms the telegram from our London correspondent which appeared in our issue of Saturday. The *Bogatyr* was a cruiser of 6,750 tons displacement, and 23 knots speed. She was built at Stettin, being launched in 1900. Her armament is given in the Naval List as 12 6-in. quick-firing guns, 12 3-in., 6 1.8 Hotchkiss. Her complement is given as 580. Our London correspondent's telegram, which was apparently based on Russian information, stated that all the crew were saved.—Ed. D.P.]

REUTER'S SERVICE.

THE WAR.—JAPANESE REPORT D RETIRING.

LONDON, 19th May.
Despatches from General Kuropatkin to General Sazonoff describe the Japanese evacuation of several points in advance of Liaoyang and their retirement on Fengwangcheng where they are constructing earthworks. The rain has rendered the roads bad.

CONTRABAND OF WAR.

LONDON, 19th May.
Lord Lansdowne states that Russia has replied to an enquiry about the notification of the 11th instant, re cotton being contraband of war, that it applies to low grade cotton only.

THE LOSS OF JAPANESE WARSHIPS.

LONDON, 20th May.
The newspapers express sincere sympathy and great regret at the loss of the *Hatsuse* and the *Yoshiko*.

SIBERIAN PORTS OPEN.

LONDON, 20th May.
It is expected in St. Petersburg that Russia will shortly proclaim the Siberian ports, including Vladivostok, open to commerce.

AUSTRIA-HUNGARY.

LONDON, 19th May.
The Austro-Hungarian Minister for War has explained to the delegations that the exceptional expenditure is in nowise connected with the political situation, but that it is necessary in order to make up the leeway in regard to re-arming the artillery and the equipment of vessels in accordance with modern developments of the science of war.

OBITUARY.

LONDON, 20th May.
The death is announced of Mr. John Kewick, of Messrs. Jardine, Skinner, and Co., of Calcutta.

LONDON, 20th May.
The death is announced of Sir Jamssetjee Nussawanjee Tata, the Parsee millionaire.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

AN IMPERIAL EDICT was issued on the 17th inst. in response to the memorial presented by Viceroy Shun, who asked the Throne to punish the officers connected with the murder of the false Hung Chuen-Fook in Hongkong. The Edict states that the military officers, named Ho Wei-Chung, Lam Shan, Fong Hing-Kwok, Su Ying-Chun, Lau Kam-Yut, and Chu Cheong (deceased), who had no right to induce persons to proceed to foreign soil to commit the said crime for the purpose of gaining rewards, are to be deprived of their titles and ranks, and dismissed from office, and that Admiral Ho Cheung-Ching is also to be dismissed from office for failing to control the officers from committing such a crime.
Another Imperial edict was issued on the same day appointing Ip Chap-kwai Commandant of the Wan-Chow garrisons in Chekiang province, to take the place of Admiral Ho Cheung-Ching.

NAVAL NOTES.

A NEW NAVAL GUN.
The British Admiralty has decided, after a very extended series of trials, to adopt for naval requirements a new quick-firing gun. This will fire a projectile weighing 3lb. It is much more powerful than that firing a similar projectile already in use, and is to the design of Vickers, Maxim, and Co. The cartridge will be charged with modified cordite, while the gun, which is capable of exceptionally rapid aim fire, will be fitted with automatic sights. The Naval trials have been carried out under the direction of the captain of His Majesty's ship *Excellent* and the Chief Inspector of Ordnance at Woolwich.

WAR NOTES.

JAPANESE OFFICIAL DESPATCHES.

We received yesterday evening from the Japanese Consul a copy of the following official telegrams received by him the same afternoon:—

"TOKYO, 21st May, 2.55 p.m.

"Admiral Togo reports that the gunboat squadron with the destroyer and the torpedo-boat flotillas approached Port Arthur on the 20th instant for reconnoitring, which was successfully effected with little damage, despite the hot crossfire from the enemy's forts; no casualties for our side."

"TOKYO, 21st May, 10.35 p.m.

"A company of the enemy appeared six miles north of Takushan and was surrounded by our infantry. They fled with many casualties. A Russian captain was taken prisoner. There was no casualty for our side."

"A CHINESE HONEYMOON."

These in the audience at the Theatre on Saturday evening who had not seen *A Chinese Honeymoon* at the Strand Theatre in London, where it ran for something like seven hundred nights, must have wondered what the London play-going public saw in the piece to become so enraptured with it. The music, though pretty, has not attained the same vogue as the music of *The Geisha* or *The Belle of New York* or several other musical comedies of recent years, and we conclude that primarily the chief attraction for the play-going public of London was the Oriental setting of the piece. That feature of the play does not, of course, possess the same attraction for a Hongkong audience. With a strong cast, however, the play does not depend entirely on its Oriental setting for its success. There is fine scope for good acting in it, and those who saw the inimitable Lonie Freer in the part of Fi Fi will concede this feature to have been the second cause of the play's astonishing success. This part was very well taken in the performance on Saturday by Miss Alice Wade. Mr. Percival Knight, the principal comedian of the Company, took the part of Pineapple, the Benedict on a honeymoon tour in China. His song "Happy Land," with its intoned patter after each verse, was vastly appreciated, and although he repeated the last verse, the house demanded more, but had reluctantly to be satisfied with the howling of the artist in acknowledgment. Miss Wade's song "I want to be a Lady" was almost equally well received. The sentimental duet by Miss Ernestine Walker and Mr. Frank Colborne was well sung and cordially applauded. The part of the Emperor in the piece was taken by Mr. Rees, and that of Lord High Admiral by Mr. Riley. In the second act Miss Carrie Roberts introduced a dance *fantastique* which was very well done and elicited general applause. To-night the Company play *The Sign of the Cross*.

LAWN TENNIS.

R.E.C.C. TOURNAMENT.

The position up to date is:—

SINGLES HANDICAP (CLASS A).
Semi-final.—A. Humphreys beat E. Humphreys; R. Hancock beat P. Strickland.
Final.—In the final tie on Saturday, A. Humphreys beat R. Hancock, both playing from scratch. Hancock won the first two sets and got to 5 games and 40-love in the sixth, when he appeared to collapse, Humphreys taking the game, the set, and the next two sets also.

DOUBLES HANDICAP.

Semi-final.—R. and H. Hancock beat Beattie and Manning.
The other semi-final to be played is between Martin and Strickland and Murphy and Boyd.
CHAMPIONSHIP.
Semi-final.—A. Humphreys beat W. L. Martin; R. Hancock beat P. Strickland.
SINGLES HANDICAP (CLASS B).
Final.—R. Manning beat R. B. Beattie.
PROFESSIONAL PAIRS.
Final.—Smith and Atkinson beat Grist and Beavis.

A FOOCHOW ANNOUNCEMENT.

A correspondent forwards us the following specimen of English as she is printed at Foochow:—

NOTICE.

We beg to inform the Community and Missionaries that by the causes of the prices of Fuel, Rice, etc., are exorbitant and we had been forced to pay the working of the crows at 30 cts. a day.
If gentlemen and Ladies who wishes hair our House-Boats, kindly to pay according the undermentioned.
Hair for Green Island Shooting \$3.50.
Hair for Kulung \$5.30.
Hair for upward or downward of Min River \$3.50 a day.

THE HOUSE-BOATS Co.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Shanghai 5 a.m. on Saturday, the 21st inst., and left again at 2 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. on Tuesday, the 24th inst.
The C.P.R. steamer *Empress of Japan* left Yokohama for Vancouver (B.C.) on Friday, the 20th inst.
The C.N. steamer *Chinglu*, from Australian ports, left Sydney on the 20th inst., and is expected here on the 11th prox.
The G. & M. steamer *Rubi* left Manila on the 21st inst., at 11 a.m., and is due here to-day, at 1.30 p.m.
The Indra Line steamer *Indramayo*, from New York, has arrived at Manila, and is due here on Thursday, the 26th inst.
The C.N. steamer *Chihki* left Tientsin for Chefoo on the 21st inst., and is expected here on the 29th inst.

VICTORIA RECREATION CLUB.

THE NEW BATH-HOUSE.

Considerable discussion may take place regarding the new bath-house scheme at the coming V.R.C. annual meeting. From what we can gather there seems to be a division amongst the Committee, one section being strongly in favour of building a covered bath, and the other thinking the idea impracticable. The chief objection, apparently, is that, as there is only a five-foot rise and fall of tide, a sufficient depth of water could not, with an ordinary sea-cook, be obtainable—that is if, of course, the bath were built on such a level as to be self-drainable.

It was then queried, "Why not have a steam pump, and pump the requisite depth into the bath every day?"

A steam pump, it seems, would be a very expensive item, \$2,500 perhaps, and then it would be necessary to provide fuel and keep a donkey-man. This, in the opinion of some of the committee we understand, is considered to involve too heavy an expenditure. They are, perhaps, going to recommend outside bathing.

When the new Naval Dock is completed there will, naturally, be quite an amount of launch traffic—there is at present, for that matter—around the point adjacent to the new V.R.C. site, so, besides the danger of the launches themselves, swimmers in the open would have to encounter the backwash. Then, again, we have the matter of sewage—a small sewer finds an outlet near by, and sewage, of course, mainly floats on the surface. In contradiction to this it is said that there is a strong "rip" cutting around the point. If this be so then the place is not suitable for swimming.

It is quite evident that if the bath is to be outside at all—it is to be sincerely hoped that it is not—there will have to be a piled-in enclosure, similar to the old Hongkong-side affair. The old bath, as is within the memory of many, was not really an ideal one. It was impossible to keep the piles clear of sea-grass, and, what is worse, barnacles. Jelly-fish and sewage, too, constantly found a passage between the piles; and the enclosure was not complete enough to be unaffected by water disturbances outside. Furthermore, if you were to build a pile-enclosure bath, imagine the length of pile necessary. They would not only have to extend downward considerably further than from the surface of the water to the bed of the harbour—a pretty good depth in that vicinity—but they would have to form a sort of palisade above the surface of the water. Such a swaying structure, indeed, that might be blown down by a typhoon.

On the other hand, it has been urged that a 100 by 35 ft. bath would be hardly large enough, from a sanitary standpoint, for 60 to 100 swimmers at one time. This statement, however, is particularly absurd when it is considered that the water—salt water at that—would be changed every day. Public bath in London, for instance—fresh water baths—have, in summer time, their water changed only twice a week, and hundreds of people bathe in them between shifts; in winter the water is only changed once a week.

Another good point about having a bath-house is that for concerts, entertainments, etc., the water could be boarded over, and there would be a magnificent hall.

In face of all this it is to be concluded that the bath-house is desirable. How is the V.R.C. to get over the difficulty? Well, in the opinion of an engineer, a duplex manual pump, costing say \$500 and worked by four men—and there are about four Chinese boatmen with very little to do—could pump a couple of feet into the bath in as many hours. This would cost the Club nil, excepting the initial expense, \$500. If the bath was built two feet below low-water mark there would be no necessity to pump any water in at all, and all the water in the affair excepting two feet could, if desired, be changed with every tide. The bath could be cleaned twice a week by pumping out the two feet of water—the pump would work both ways.

MINING IN BORNEO.

Mining prospects in British North Borneo are looking up as regards manganese and iron. The *Herald* of Sandakan makes much of the success of manganese prospecting in the Marudu Bay district on behalf of the B. N. B. Mineral Syndicate. It seems that, from the present state of the developments, with no surveys of the various deposits, no correct estimate may be formed of the ultimate quantity of available manganese ore, though it is calculated that the first year of operations should produce 25,000 tons of good marketable ore. After that time, provided the working of other localities be continued, an output would be available of something like 40,000 tons annually, and this, say, for the next twenty-five years. No wonder that the *Herald* considers the outlook to be highly promising. It is at the Labuk District that the next metallurgical triumph is looked for. There a rich deposit of iron ore has been revealed by Mr. J. Saxton, an experienced mineralogist, in the vicinity of the Bidu Bidu hills. The District Officer at the Labuk, Mr. G. C. Irving, says that the deposit, which extends three miles northwards, is exposed to view all over the surface of the hills and is of sufficient value to justify the immediate formation of a company to work it. Naturally, great preliminary expense must be expected in establishing transport, as the Labuk River for some distance is but a succession of rapids, which would by no means facilitate getting the iron ore to the coast. In fact communication with Sandakan would probably necessitate the construction of a railroad. At present a sample of this rich ore, says that journal, is on its way home to be assayed by experts, and upon the quality being confirmed immediate action may be expected.—*Straits Times*.

HONGKONG JOTTINGS.

The smallness of the birth-rate among the Chinese in the Colony certainly calls for remark, but there is something more to be said on the subject than what one is accustomed to find in the Registrar-General's annual report. "The number of the Chinese births registered," the Registrar-General says, "does not give an accurate record of the total number of births of Chinese that have occurred in the Colony, for many of the infants that die during the first month or so of life remain unregistered." But as it has been customary to add to the registered births the number of infants of one month old and under that die in the Colony, and as I suppose those children which survive the first month do eventually come on to the register, the corrected birth-rate which the Registrar-General gives us may be taken as approximately correct. The rate here must certainly be far below that of any town on the mainland, and the explanation must surely be found in the great preponderance of males among our Chinese population, for it seems to be quite the thing for the wife to live at Canton and the husband in Hongkong. This state of things has been brought about by the increasing cost of living in Hongkong owing to the growing density of the population, and the necessity for sanitary measures which have resulted in making living more costly for the Chinese, particularly in regard to rents, than their limited resources will stand. Our population shows astonishing growth, but it is growth by immigration.

Now that one is able to put two and two together, it is not altogether surprising that the Opium Farmer should be willing to pay the enhanced price of over two million dollars for the Opium Farm. When the contract was fixed people began to cast about for a cause for the increased tender. The cause now appears. It is an open secret that the Transvaal Mining Syndicate want, not 50,000 coolies as originally stated, but 300,000; and the opium required to supply that army of Chinese—equal to the population of Hongkong—should bring in sufficient profits to justify the Opium Farmer in putting in his tremendous offer for the traffic.

The most stirring incident of the week has been the passage at arms between Mr. May the Governor and Mr. Pollock in the Legislative Council on the occasion of the Opium Bill debate. Mr. May asked the hon. member very brusquely if he were a paid agent in his advocacy of the opposition to the Bill. Mr. Pollock very warmly replied, repelling the charge and referring to his years of public life in Hongkong as a sufficient answer to the allegation. Sir Henry Berkeley, however, struck a true note when he said that the hon. member could not be expected to be an unbiased observer of the situation considering that he had been professionally employed in drawing up the two petitions by the Chinese against the Bill.

A correspondent recently wrote pointing out that the method of taking up European offenders to the Police Station as practised by the police was not calculated to impress the Chinese in the views they hold about foreigners. Certainly it is not a pleasant spectacle to see a white man haled along the street by, say, an Indian and a Chinese lunko. But if an European goes to the length of making a fool of himself in public by getting intoxicated and making an exhibition of himself little can be said against the methods the police employ in dealing with him. There is a question whether it is better to allow an European to make an exhibition of himself on the street to the delectation of the Chinese or for the police to "run" him to the station, whatever the nationality of the police may be. As for providing glarries for drunken Europeans, as suggested by your correspondent, that, in my opinion, would simply be placing a premium on drunkenness. When the Chinese see that an European cannot commit a breach of the peace with impunity it must impress them with the idea that there is no such thing in Hongkong as one law for the whites and another for the natives.

Many Hongkong people will remember W. Musket, late of Watson's, who was a well-known writer in the newspapers under the pen-name of "Ionic." When he died some three years ago a movement was set on foot to erect a stone over his grave. Mr. N. K. Davidson took the responsibility of seeing the scheme through, and it has now been consummated by the erection of a memorial stone over the deceased's remains at Happy Valley.

A local naturalist writes to me:—"The other night as I was walking up Zetland Street I saw two toads. Watching them for some time I observed them to jump into a crevice in the great stone wall, where, no doubt, they have made a little house. In the summer they must get rather dry, but, perhaps, during their nocturnal wanderings they absorb sufficient moisture from the atmosphere. We have heard of toads hopping out of solid stone when broken; but I believe there is no foundation for such tales. These ancient, queer-looking inhabitants may often be heard croaking about Ico House Street at night-time."

Constable John Godfrey, a familiar figure for many years at the Magistracy, left for home by the English mail on Saturday after 15 years' service in the Hongkong Police. He was as popular as he was well known. Many years ago, while he was stationed at Stanley, there was a report that a tiger had been committing depredations in that neighbourhood. Searching for the animal, P.C. Godfrey had the misfortune to trip over a tussock, with the result that his carbine went off and the shot passed through his right wrist, permanently injuring the limb.

BANYAN.

CORRESPONDENCE.

AN OFFICIAL "ARMY JOURNAL."

TO THE EDITOR OF THE "DAILY PRESS."

War Office, London, S.W., 15th April.
Sir,—Allow me to enclose for your information a copy of an Army Order which has been issued to the Army at home and abroad, regarding the institution of the *Army Journal of the British Empire*.

I shall feel obliged if you would kindly give prominence in your columns to this Army Order, so that it may be brought to the notice of the general public as well as to that of those officers and soldiers, either serving or retired, who reside in the districts in which your journal circulates.—I am, yours faithfully,

N. G. LITTLETON.
Chief of the General Staff.

[Enclosure.]

ARMY ORDER.

Special.

War Office, 14th April, 1904.
The following instructions are promulgated to the Army by direction of the Army Council:—

"THE ARMY JOURNAL OF THE BRITISH EMPIRE."

1. The Army Council have approved of the institution of a military publication to be called *The Army Journal of the British Empire*.
2. The journal is intended to deal with subjects of a professional and scientific nature, to encourage the study of military science and history, to circulate information on military matters, and to promote as far as possible a knowledge of the principles of Imperial defence amongst all ranks and all arms of the military forces of the Crown.

3. The Army Council hope and confidently anticipate that the journal will receive the fullest support from the entire British forces throughout the Empire.

4. Officers and soldiers of all services on the active, reserve, or retired list of the military forces of the Crown in any part of the British Empire are invited to submit articles for insertion in the journal. Special articles by eminent civilian writers will also be published from time to time.

5. No payment for contributions will be made, but prizes will be granted from time to time for essays and articles on special subjects. Instructions regarding these prizes will be promulgated in the first number of the journal.

6. The following suggestions are given as a general guide to the nature of some of the subjects that might be dealt with by contributors:—
(a) The discussion of new theories, discoveries, or experiences in military matters; records of the progress of military science in British and foreign armies; historical memoirs or reviews; translations of and extracts from British and foreign military publications; such translations and extracts have been previously obtained. Reports on foreign armies and expeditions; campaigning experiences and reports on special expeditions and journeys undertaken by British officers and men. Information regarding stations at home and abroad, with respect to climate, clothing, accommodation, currency, and other local conditions which may be useful to officers and men quartered at, or proceeding to such stations, &c. &c.
(b) Reports on the results of various experiments in administration, organisation, education, training, arms, equipment, staff rides, regimental operations and exercises of special interest, winter essays and lectures of exceptional merit, &c. &c., provided they are submitted, in the case of officers and soldiers on the active list, through the usual official channel.

All contributions may, when necessary, be accompanied by a limited number of illustrations, plans, diagrams, or photographs.
7. The journal will be published monthly.
The annual subscription will be 10s. 6d., exclusive of postage. The price of a single copy will be 1s. 6d. of the first number of the journal, and the names of the public to whom it is agents at home and abroad from whom it is purchased, either directly or through any bookseller, will be notified in a subsequent Army Order and announced in the Press.

Remittances should not in any case be sent to the War Office.
8. All contributions submitted for acceptance should be signed by the contributor, who, unless a civilian, should also give his rank, the regiment or corps in which he is serving or has served, and the appointment, if any, that he holds or has held in the military forces of the Crown, together with his postal address. In the case of non-commissioned officers and men, their regimental or corps number should also be given.

Contributors are requested to state, when forwarding their contributions, whether they wish their names to be published or not. Should they prefer their names to be withheld, the authorship of the contribution will be treated as confidential.
Anonymous contributions will be ignored.
All contributions (except as provided in paragraph 6 (b)) may be sent direct to the War Office (see also paragraph 17).

9. Criticism of official measures or regulations, matters of discipline and other kindred subjects are not within the scope of the journal, nor can contributions of a personal nature be accepted.

10. Letters commenting on articles in previous numbers of the journal will, if considered suitable, be inserted.

11. No responsibility will be accepted for statements contained in any contribution which a contributor may submit.
12. Contributions which are found unsuitable for insertion in the journal will only be returned to the sender, provided that a request to that effect accompanies such contribution; but no responsibility can be accepted for the loss of, or damage to, MSS., illustrations, drawings, &c. Although the journal may not appear for a few months, proposed contributions will be gladly received at once so that material for the first issues may be arranged forthwith.

13. All MSS. should be on one side only of the page. It should be preferred by type written, but, if not, all proper names should be written in capital letters (or printed) to avoid mistakes.
14. Unless objection is expressly stated by the contributor, the right will be reserved of inserting summaries or extracts from articles submitted.

15. The source from which all non-original contributions have been obtained should always be stated.
16. Ordinary articles should not as a rule exceed 6,000 words, with three or four illustrations, plans, &c.
17. All contributions should be addressed to the Chief of the General Staff, War Office, 68, Victoria Street, London, S.W., the words "Army Journal" being written on the left-hand top corner of the envelope.

THE CLOCK TOWER.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—The once much-abused Clock Tower has had a long rest, and when I write to you under this heading, I by no means intend to revive abusive language demanding that the whole affair should be removed instantly to a more suitable site. Hongkong is doing so much in the public building line that we must, of course, wait for more cash in hand before accomplishing everything. The Clock Tower even where it is, blocking up a main thoroughfare, is a great convenience, affording as it does a means of always knowing the correct time—that is by day. I say "by day" because, through the negligence of whoever is responsible, one cannot see the time by night. Perhaps the inside of the glass is covered with soot and requires cleaning—what the cause is I cannot say. What I do know is that for several nights I have been unable to read the dial—I mean before midnight—although my bedroom window is quite adjacent to, and facing the tower. I hope the matter will be attended to.—Yours, etc.

TIMEKEEPER.

THE KOWLOON-CANTON RAILWAY PROJECT.

It is perhaps a good thing at the moment that the new Governor to arrive shortly in Hongkong will reach there, remarks the *Singapore Free Press*, when a decision must be immediately taken to carry out an important work having its base on the mainland. That is the long-projected railway from Kowloon to Canton, giving connection with the Canton-Hankow railway now under active construction. The concession for the Kowloon-Canton line has lain too long in ineffective hands, and the sooner any penalty clause attached to non-performance is given effect to the better. We cannot see why the British Minister at Peking, the Government at Hongkong, and the Chinese authorities at Canton, should not see about independent authority being given to have the work carried out directly under a Hongkong Government or Imperial Government guarantee. We have Government railways in the Federated Malay States, and what purports to be a railway in this island, whose chief value is that it is a permanent monument to the Crown Agents' incapacity, and an awful "evil example" when compared with the F.M.S. lines. Sir Mathew Nathan is not only a high authority on defence, but, as a Royal Engineer, as having served in the Sudan, and governed the Gold Coast, he knows well the value of improving rapid communication with the great back-country of China. Let Hongkong take a leaf out of the book of Russian thorough railway policy, and at any cost see the line constructed out of hand, a double line, too, to begin with. If the harvest is to be reaped, there should not be a moment lost in getting the seed put into the ground. But, at all hazards, by some mode of delegation, keep the Crown Agents clean out of it.

NORTH CHINA RAILWAY BONDS.

"Scrutator" writes to the Editor of the *Financial Times*—

Sir,—For some time there has been in circulation in certain usually well-informed quarters a report to the effect that, an arrangement has been made for an early settlement of the debts of the 1st March, 1899, of the North China Railway, which are still outstanding. This has led to an advance in price of about 8 per cent.—namely, from about 85, on and for a fortnight prior to, the 8th March, to 93 on the 15th April. The period referred to has been marked by the continuance of war in the Far East and by the default on the 9th March under the railway contract of 9th July last. This rise, at this juncture, is, therefore, even if bona-fide, a very remarkable one, as during the time referred to no other Imperial Chinese Bonds have risen over 1 per cent. Strange to state, however, on inquiry of the proper parties, no payment has yet been received, nor has any bank or financial house in this country advised them of its having undertaken on behalf of the Chinese Government to pay the debts at a specified date. Plainly, till this latter is effected any marked rise beyond the Chinese par price (which in this case is £90) is premature, and even from that figure there falls to be taken into account the present situation arising from the state of war in the districts bordering on the Gulf of Pechili. The recent upward movement of the past few weeks is, therefore, not justified by the existing facts, and investors must, meantime, be content to await the receipt here of the remittance of what is required to liquidate the long overdue obligations in this country of the late Imperial North China Railway Administration.—I am, &c.,

SCRUTATOR.

HONGKONG VOLUNTEER CORPS.

At the Ambulance Class Examination held on Wednesday, the 11th instant, the following members passed:—

Gunner C. B. Hayward, Gunner J. P. Jordan, Gunner H. C. Sayer, Gunner E. Raymond, and Gunner S. R. Moore.

BEACHCOMBERS AT HONGKONG.

Unwashed, filthy-dressed beachcombers are, in spite of the continued efforts of the Police, still numerous at Hongkong. Even those at the Home of Detention continue their old ways when let out to look for work. This class, together with repulsive Chinese freaks of nature, beggars at the wayside, form one of our local pests. At night-time many undesirable seek shelter in Wan-chai matsheds and elsewhere. On one occasion some men were charged at the Magistracy with unlawfully occupying a pigsty. Such loathsome, "born-tired" specimens of humanity are a danger to the health of the Colony, and public parks should be debarr'd from men of unspeakable filthiness.

POLICE COURT.

Saturday, 21st May.

BEFORE MR. H. H. J. GOMPERTZ.
(ACTING POLICE MAGISTRATE.)

CRUELTY TO SHEEP.

A Chinese shepherd, Li Sum by name, was charged with having caused unnecessary and avoidable suffering to a number of sheep. It appears that when Inspector McEwen was strolling along Praya West he noticed a flock of sheep near the edge of the water-front, and the bleating attracted his attention. Men were throwing them into a junk, a drop of fourteen feet. The inspector stopped the proceedings, and arrested Li Sum; the other men ran away. His Worship imposed a fine of \$20, or one month's imprisonment.

VAGRANTS.

Five Americans were charged with vagrancy. Inspector Langley explained that the men were seamen. About three months ago they stowed away on a vessel at Capetown, and were arrested and sentenced to a month's imprisonment each on arrival at Singapore. Singapore passed them on to Hongkong. They were now entirely without means of support, 17, being the sum total of their wealth. His Worship ordered that the defendants be sent to the detention house.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE.)

ALLEGED FORGERY.

Six Chinamen were charged with possession of a wooden stamp by means of which they could "chop" forged stamps on packets of Opium. It appears, also, that they were found in possession of twelve pieces of opium without a certificate from the Opium Farmer. After evidence of arrest had been taken, the case was remanded for a week to enable the Farmer to secure evidence of the forgery, the men being released on bail of \$2,500 each.

GERMANY AND THE WAR.

In the German Reichstag on the 12th April Count von Bülow dealt with the subject of the war in the Far East. He said—

With regard to the conflict in East Asia our attitude is plain. Since it has been proved impossible to preserve peace, we are doing what we can to prevent the war in the Far East from developing into a general war. Our neutrality is indeed sufficiently accounted for by the fact that we have no reason to intervene in a war which does not directly affect German interests, and, finally, this course is the surest means of preserving from injury as far as may be our commerce and our economic interests. We have repeatedly been reproached with having been taken by surprise when the war broke out. I have even read somewhere that by our excessive optimism we lulled others into an unwarranted sense of security. I could reply that the leading Ministers in London, in Paris, and in St. Petersburg, and even the representatives of Japan in Paris and St. Petersburg, appear, as a matter of fact, to have been surprised by the outbreak of the war. I might also lay stress upon the circumstance that even those non-Japanese statesmen who believed that the Japanese boiler had been heated up to a point at which it would soon emit steam did not foresee that the Government in Tokyo would choose the precise moment which it selected for breaking off diplomatic relations. I will merely point out that at critical junctures of this sort the Government has to consult the great foreign interests of the country and has, above all, to see to it that when a storm is brewing the ship of State is not dashed upon rocks or shallows. If we had employed pessimistic language before the outbreak of the war, if we had employed more pessimistic language than was held elsewhere, we should have exhibited ourselves in St. Petersburg in the aspect of instigators of that war and might have excited mistrust in that point at which it would soon emit steam did not foresee that the Government in Tokyo would choose the precise moment which it selected for breaking off diplomatic relations. I will merely point out that at critical junctures of this sort the Government has to consult the great foreign interests of the country and has, above all, to see to it that when a storm is brewing the ship of State is not dashed upon rocks or shallows. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Press Office, and special business matters to Messrs. H. H. H. & Co., 11, Queen's Road Central. Advertisements and Subscriptions which are not for a fixed period will be continued until terminated. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. For that hour the supply is limited. Only supplied for Cash. Telephone Address: Press Office, 11, Queen's Road Central. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

SIX-ROOMED DWELLING HOUSE.
Please send offers to—
BOX 399,
Care of Daily Press Office,
Hongkong, 23rd May, 1904. [1310]

TO LET.

1ST and 2ND FLOORS, No. 36, QUEEN'S ROAD CENTRAL, at the Corner of Queen's Road Central and D'Almeida Street, suitable for Office. Possession from 1st June next.
Apply to—
THE YEE WO,
Nos. 49 & 51, Queen's Road Central,
Hongkong, 23rd May, 1904. [1311]

HUMPHREYS ESTATE AND FINANCE CO., LTD.
NOTICE.
THE REGISTERED OFFICES of the above Company have This Day been REMOVED to ALEXANDRA BUILDINGS, DES VUEX ROAD, 2ND FLOOR.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd May, 1904. [1314]

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Hongkong, 23rd May, 1904. [1338]

NEW ADVERTISEMENTS

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE.

ON and after MONDAY next, the Head Office of the above Company will be at Kowloon (behind the godowns). Letters will be received at Lee House Street, Ferry Wharf, between 7 a.m. and 5 p.m. and forwarded to Kowloon.
EDWARD OSBORNE,
Secretary.

Hongkong, 20th May, 1904. [1312]

BY ORDER OF THE MORTGAGEES.
PUBLIC AUCTION.
MESSRS. HUGHES & HOUGH have been instructed to Sell by
PUBLIC AUCTION,
on
TUESDAY,
the 31st May, 1904, at 3 o'clock in the afternoon, at their Office, No. 8, Des Vaux Road Central (Corner of Lee House Street),
THE VERY VALUABLE LEASEHOLD PROPERTY,
Being Section A of Inland Lot No. 630, in One Lot.
This Lot comprises Nos. 70 and 72 First Street and Nos. 69 and 71 Second Street, Victoria, Hongkong.
The Property is held for the residue of a Term of 99 years from the 25th December, 1894, at the apportioned Annual Crown Rent of \$36.44. Area about 2,500 square feet. The property is let on monthly tenancies. Particulars and conditions of sale may be had from the Vendors' Solicitors,
Messrs. DEACON, LOCKER & DEACON,
10, Queen's Road Central, and also of the Auctioneers,
Messrs. HUGHES & HOUGH,
Hongkong, 23rd May, 1904. [1329]

"SHIRE" LINE OF STEAMERS.
FOR MARSEILLES, LONDON AND ANTWERP
THE Company's Steamship
"MONMOUTHSHIRE"
Captain H. N. Vyvyan, will be despatched for the above ports on about WEDNESDAY, the 31st June.
This steamer has superior accommodation for passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st May, 1904. [1330]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"THALES"
Captain Robson, will be despatched for the above ports TO-MORROW, the 24th inst., at 2 p.m.
For Freight or Passage, apply to
DOUGLAS LARPAK & CO.,
General Managers.
Hongkong, 23rd May, 1904. [1331]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamer
"CEYLON"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
From London, &c., ex s.s. Arabia.
Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. TO-DAY, the 21st inst.
Goods not cleared by the 28th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 21st May, 1904. [1332]

WHITSUNTIDE HOLIDAYS.
IT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY) and TO-MORROW (TUESDAY), the 23rd and 24th instants.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 21st May, 1904. [1333]

BANK HOLIDAYS.
THE Exchange Banks will be CLOSED for the Transaction of Public Business on 23rd and 24th instants, "WHIT MONDAY" and "VICTORIA DAY" respectively.
Hongkong, 18th May, 1904. [1334]

ROYAL AERATED WATERS MANUFACTORY.
PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.
REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINGLIFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.
Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. D'Almeida Street, West Point. Tel. 374.
Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.
Hongkong, 11th May, 1904. [1335]

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI
THE Steamship
"LOONGMOON,"
Captain Kalkofen, will be despatched for the above port on WEDNESDAY, the 25th inst., at 3 p.m.
This Steamer has superior accommodation for First and Second class passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 21st May, 1904. [1336]

FOR SALE.
NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 21st May, 1904. [1337]

A. LING & CO.,
FURNITURE STORE.
PLATED, GLASS AND CHOCOLERY WARE, &c., &c., and FOOCHOW LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [1338]

THE HENRY DALLAS
MUSICAL COMEDY CO.
RETURN SEASON
POSITIVELY THE LAST TWO PERFORMANCES.
TO-NIGHT (MONDAY), MAY 23, "THE SIGN OF THE CROSS."
TO-MORROW (TUESDAY), MAY 24, "THE GEISHA."
PRICES AS USUAL.
PLAN AT THE ROBINSON PIANO CO., LD.
Late Train after each Performance.
Hongkong, 16th May, 1904. [1339]

PUBLIC COMPANIES
THE PUNJON MINING COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that the SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, B. Beaumont Arcade, on WEDNESDAY, the 25th May, 1904, at 11 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the 31st December, 1903, the election of Directors and Auditor, and to consider the future financial arrangements for carrying on the Company.
By Order of the Board of Directors,
A. R. LOWE,
Acting Secretary.
Hongkong, 14th May, 1904. [1340]

THE "STAR" FERRY COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at Noon, on WEDNESDAY, the 1st JUNE, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1904.
The TRANSFER BOOKS of the Company will be CLOSED from the 25th May to the 1st June, both days inclusive.
EDWARD OSBORNE,
Secretary.
Hongkong, 19th May, 1904. [1341]

AUCTIONS
PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
THURSDAY, the 26th May, 1904, commencing at 2.45 p.m., at "BELVEDERE," PLANTATION ROAD, THE PEAK,
(THE RESIDENCE OF THE CHIEF JUSTICE),
A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE.
(Particulars from Catalogue).
TERMS:—Cash on delivery.
On View from Wednesday, the 25th May, 1904.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 20th May, 1904. [1342]

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
TUESDAY, the 31st May, 1904, at Noon, alongside Messrs. DOUGLAS LARPAK & CO.'S WHARF, The Screw Steamer
"SZE WUI"
(Lately running between Hongkong and Kowloon, and now lying at Yau Ma Tei).
HULL—Teakwood. Built by Ngai Sun & Co., Hongkong, in 1902. Register Tonnage, Gross 37, Nett 7.
Length over all, 115 feet. Between Perpendiculars, 108 feet. Extremes breadth, 13 feet. Depth of Hold, 7 feet.
Draft with full dead weight Cargo and full Bunkers—7½ feet aft, 6½ feet forward. Two Holds and two Boats. Two Ports on either side for working Cargo. Awaiting Deck fore and aft and Bulwarks built up to top Deck.
A Hongkong Government Licence to carry 175 Passengers can be obtained.
ENGINE—Built by Ngai Sun & Co. Type—Compound Surface Condensing H.P. Cylinder 12 in. Low Pressure Cylinder 24 in. Stroke 12 in. Revolutions per minute 135.
BOILER—Built by Ngai Sun & Co. Type—Horizontal Multitubular.
Built in 1902 to Board of Trade Rules for a Working Pressure of 115 lbs. per square inch. Messrs. E. C. Wilks & Co., Engineers, have just completed a thorough overhaul and the Steamer is in Good Working Order.
TERMS:—As usual.
For Further Particulars, apply to—
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st May, 1904. [1343]

THE HENRY DALLAS
MUSICAL COMEDY CO.
RETURN SEASON
POSITIVELY THE LAST TWO PERFORMANCES.
TO-NIGHT (MONDAY), MAY 23, "THE SIGN OF THE CROSS."
TO-MORROW (TUESDAY), MAY 24, "THE GEISHA."
PRICES AS USUAL.
PLAN AT THE ROBINSON PIANO CO., LD.
Late Train after each Performance.
Hongkong, 16th May, 1904. [1344]

PUBLIC COMPANIES
THE PUNJON MINING COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that the SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, B. Beaumont Arcade, on WEDNESDAY, the 25th May, 1904, at 11 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the 31st December, 1903, the election of Directors and Auditor, and to consider the future financial arrangements for carrying on the Company.
By Order of the Board of Directors,
A. R. LOWE,
Acting Secretary.
Hongkong, 14th May, 1904. [1345]

THE "STAR" FERRY COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at Noon, on WEDNESDAY, the 1st JUNE, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1904.
The TRANSFER BOOKS of the Company will be CLOSED from the 25th May to the 1st June, both days inclusive.
EDWARD OSBORNE,
Secretary.
Hongkong, 19th May, 1904. [1346]

AUCTIONS
PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
THURSDAY, the 26th May, 1904, commencing at 2.45 p.m., at "BELVEDERE," PLANTATION ROAD, THE PEAK,
(THE RESIDENCE OF THE CHIEF JUSTICE),
A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE.
(Particulars from Catalogue).
TERMS:—Cash on delivery.
On View from Wednesday, the 25th May, 1904.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 20th May, 1904. [1347]

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
TUESDAY, the 31st May, 1904, at Noon, alongside Messrs. DOUGLAS LARPAK & CO.'S WHARF, The Screw Steamer
"SZE WUI"
(Lately running between Hongkong and Kowloon, and now lying at Yau Ma Tei).
HULL—Teakwood. Built by Ngai Sun & Co., Hongkong, in 1902. Register Tonnage, Gross 37, Nett 7.
Length over all, 115 feet. Between Perpendiculars, 108 feet. Extremes breadth, 13 feet. Depth of Hold, 7 feet.
Draft with full dead weight Cargo and full Bunkers—7½ feet aft, 6½ feet forward. Two Holds and two Boats. Two Ports on either side for working Cargo. Awaiting Deck fore and aft and Bulwarks built up to top Deck.
A Hongkong Government Licence to carry 175 Passengers can be obtained.
ENGINE—Built by Ngai Sun & Co. Type—Compound Surface Condensing H.P. Cylinder 12 in. Low Pressure Cylinder 24 in. Stroke 12 in. Revolutions per minute 135.
BOILER—Built by Ngai Sun & Co. Type—Horizontal Multitubular.
Built in 1902 to Board of Trade Rules for a Working Pressure of 115 lbs. per square inch. Messrs. E. C. Wilks & Co., Engineers, have just completed a thorough overhaul and the Steamer is in Good Working Order.
TERMS:—As usual.
For Further Particulars, apply to—
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st May, 1904. [1348]

THE HENRY DALLAS
MUSICAL COMEDY CO.
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POSITIVELY THE LAST TWO PERFORMANCES.
TO-NIGHT (MONDAY), MAY 23, "THE SIGN OF THE CROSS."
TO-MORROW (TUESDAY), MAY 24, "THE GEISHA."
PRICES AS USUAL.
PLAN AT THE ROBINSON PIANO CO., LD.
Late Train after each Performance.
Hongkong, 16th May, 1904. [1349]

PUBLIC COMPANIES
THE PUNJON MINING COMPANY, LIMITED.
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By Order of the Board of Directors,
A. R. LOWE,
Acting Secretary.
Hongkong, 14th May, 1904. [1350]

THE "STAR" FERRY COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at Noon, on WEDNESDAY, the 1st JUNE, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1904.
The TRANSFER BOOKS of the Company will be CLOSED from the 25th May to the 1st June, both days inclusive.
EDWARD OSBORNE,
Secretary.
Hongkong, 19th May, 1904. [1351]

AUCTIONS
PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
THURSDAY, the 26th May, 1904, commencing at 2.45 p.m., at "BELVEDERE," PLANTATION ROAD, THE PEAK,
(THE RESIDENCE OF THE CHIEF JUSTICE),
A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE.
(Particulars from Catalogue).
TERMS:—Cash on delivery.
On View from Wednesday, the 25th May, 1904.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 20th May, 1904. [1352]

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
TUESDAY, the 31st May, 1904, at Noon, alongside Messrs. DOUGLAS LARPAK & CO.'S WHARF, The Screw Steamer
"SZE WUI"
(Lately running between Hongkong and Kowloon, and now lying at Yau Ma Tei).
HULL—Teakwood. Built by Ngai Sun & Co., Hongkong, in 1902. Register Tonnage, Gross 37, Nett 7.
Length over all, 115 feet. Between Perpendiculars, 108 feet. Extremes breadth, 13 feet. Depth of Hold, 7 feet.
Draft with full dead weight Cargo and full Bunkers—7½ feet aft, 6½ feet forward. Two Holds and two Boats. Two Ports on either side for working Cargo. Awaiting Deck fore and aft and Bulwarks built up to top Deck.
A Hongkong Government Licence to carry 175 Passengers can be obtained.
ENGINE—Built by Ngai Sun & Co. Type—Compound Surface Condensing H.P. Cylinder 12 in. Low Pressure Cylinder 24 in. Stroke 12 in. Revolutions per minute 135.
BOILER—Built by Ngai Sun & Co. Type—Horizontal Multitubular.
Built in 1902 to Board of Trade Rules for a Working Pressure of 115 lbs. per square inch. Messrs. E. C. Wilks & Co., Engineers, have just completed a thorough overhaul and the Steamer is in Good Working Order.
TERMS:—As usual.
For Further Particulars, apply to—
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st May, 1904. [1353]

THE HENRY DALLAS
MUSICAL COMEDY CO.
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POSITIVELY THE LAST TWO PERFORMANCES.
TO-NIGHT (MONDAY), MAY 23, "THE SIGN OF THE CROSS."
TO-MORROW (TUESDAY), MAY 24, "THE GEISHA."
PRICES AS USUAL.
PLAN AT THE ROBINSON PIANO CO., LD.
Late Train after each Performance.
Hongkong, 16th May, 1904. [1354]

PUBLIC COMPANIES
THE PUNJON MINING COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that the SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, B. Beaumont Arcade, on WEDNESDAY, the 25th May, 1904, at 11 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the 31st December, 1903, the election of Directors and Auditor, and to consider the future financial arrangements for carrying on the Company.
By Order of the Board of Directors,
A. R. LOWE,
Acting Secretary.
Hongkong, 14th May, 1904. [1355]

THE "STAR" FERRY COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at Noon, on WEDNESDAY, the 1st JUNE, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1904.
The TRANSFER BOOKS of the Company will be CLOSED from the 25th May to the 1st June, both days inclusive.
EDWARD OSBORNE,
Secretary.
Hongkong, 19th May, 1904. [1356]

ENTERTAINMENT

THEATRE ROYAL

THE HENRY DALLAS

MUSICAL COMEDY CO.

RETURN SEASON

POSITIVELY THE LAST TWO PERFORMANCES.

TO-NIGHT (MONDAY), MAY 23, "THE SIGN OF THE CROSS."

TO-MORROW (TUESDAY), MAY 24, "THE GEISHA."

PRICES AS USUAL.

PLAN AT THE ROBINSON PIANO CO., LD.

Late Train after each Performance.

Hongkong, 16th May, 1904. [1357]

PUBLICATIONS

THE PUNJON MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, B. Beaumont Arcade, on WEDNESDAY, the 25th May, 1904, at 11 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the 31st December, 1903, the election of Directors and Auditor, and to consider the future financial arrangements for carrying on the Company.

By Order of the Board of Directors,

A. R. LOWE,

Acting Secretary.

Hongkong, 14th May, 1904. [1358]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at Noon, on WEDNESDAY, the 1st JUNE, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th May to the 1st June, both days inclusive.

EDWARD OSBORNE,

Secretary.

Hongkong, 19th May, 1904. [1359]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY, the 26th May, 1904, commencing at 2.45 p.m., at "BELVEDERE," PLANTATION ROAD, THE PEAK,

(THE RESIDENCE OF THE CHIEF JUSTICE),

A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue).

TERMS:—Cash on delivery.

On View from Wednesday, the 25th May, 1904.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 20th May, 19

INTIMATIONS

OPEN ON TO-DAY AND TUESDAY,
FROM 10 TO 12 A.M.

THE ROBINSON PIANO Co. LD.

INVITE INSPECTION OF SOME
SPECIALLY FINE

SAMPLES OF
UPRIGHT PIANOS

BY

RACHIALS.

STUART. & Co.

AND

BABY GRANDS

BY WINKELMANN

(ESTAB. 1837)

THE ARE ONLY 5 FEET LONG,
OCCUPYING THE SPACE OF A
COTTAGE, BUT WITH THE FINE
APPEARANCE AND TONE OF A
FULL GRAND.

Hongkong, 23rd May, 1904.

[640]

THE MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I. & B.C. Scotts' and Engineering Code
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 26 1/2

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22
"PATENT SLIP" (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE

AN APPEAL

THE SISTERS who direct St. ANTONIO'S
CONVENT at Macao will be very thankful to
Shop-keepers, Linen-drillers, Clothiers and
Tailors in Hongkong, Macao, and elsewhere who
will send them remnants of material, books
of patterns no longer used, and any pieces of
cloth, no matter how small, of which they can-
not make use.

Those who send will thus, at no cost to
themselves, afford the numerous hands in the
convent, especially the little ones, opportunity
for useful occupation; for pieces of cloth, even
of a square inch, can be stitched together and
very pretty pieces of work made out of cloth
that would otherwise be thrown away. These
articles are bought by charitable persons, and
the Sisters are thus helped to keep up their
very large establishment, which is maintained by
the earnings of the girls themselves, who lead
by no means an idle life within the convent
walls.

Hongkong, 18th May, 1904.

NOTICE OF FIRM

REVOCATION OF POWER OF ATTORNEY.

THE CHANMAN GAN KANG SIOE,
Tradesman of Samarang (Java) has revoked
all Powers of Attorney given to KUNG
TUNG DJANG (also written KANG
TUNG DJANG LEANG or KANG
TRONG CHEANG), of Amoy, carrying on
Business under the Style or "HANG KEE
HONG," especially the power of attorney
given to him by deed dated 6 December, 1902,
passed before the temporary notary acting at
Samarang, J. H. A. van Barneveld.
J. G. L. HOUTHUYSEN,
Notary Public at Samarang.
Hongkong, 3rd May, 1904.

REGISTRAR-GENERAL'S REPORT FOR 1903.

The report of Mr. A. W. Brewin, Registrar-General, for the year 1903 is published in the *Gazette*. We make the following extracts:—

REVENUE AND EXPENDITURE.
The revenue collected during the year amounted to \$160,351.81, as against \$136,888.13 collected in 1902, being an increase of \$23,463.68. The number of Chinese who were granted certificates of identity to enable them to enter the Philippine Islands increased from 43 in 1902 to 119 in 1903. The increase to the revenue under the heading "certificates to Chinese entering Manila and the U.S.A." is \$1,650.00. Market revenue shows a further increase of \$9,315.81. All markets with the exception of Tai Kok-tai share in the increase. The revenue from the Des Vaux Market, which is situated in Des Vaux Road Central near Wing Shing Street, and was opened in September, was \$1,824.16, but this revenue will not be maintained. There is very little demand for stalls, and most of the original lessees have already surrendered their holdings. Fees under the Marriage Ordinance show an increase of \$897.00 and under the regulations for emigration houses one of \$1,350.00. The revenue from hawkers' licences shows an increase of \$8,722.00. In August the regulations governing the issue of hawkers' licences were altered. Previous to that date the licence-fee, which was \$2.00, was paid quarterly. The fee has now been raised to \$4.00 and is paid half-yearly. The number of licences issued during the last quarter of the year was 5,997 compared with 7,773 in the last quarter of 1902.

The expenditure during the year was \$26,755.64, compared with \$24,230.33 in 1902. The increase is due to various increases of salary to some of the members of the staff and to regular increments of salary to others. The expenditure under the heading "INCORPORATION ORDINANCE" has been a very large increase in the number of women and girls whom the Registrar-General had reason to believe required protection. 826 persons were admitted to the P. L. Leung Kuk during the year, compared with 617 in 1902. The disturbed state of parts of the Canton Province, the famine in Kwangsi, and certain restrictions imposed on the boats at Canton, are some of the causes to which this increase is due.

EMIGRATION.
One hundred and forty-four emigrants were detained for inquiries, and the usual arrangements were made for restoring to their friends and relatives those who were found to have been persuaded to emigrate under false pretences. During the year 1903, six hotels and seven emigration houses (for men only) were licensed. At the end of the year there were 50 hotels and 16 emigration houses holding licences.

CERTIFICATES OF IDENTITY TO CHINESE.
The revenue derived from this source was \$3,925 compared with \$2,275 in 1902. The number of certificates issued during the year was:—

To the United States	19
To the Hawaiian Islands	0
To the Philippines	119
The number of certificates issued for the Philippines in 1902 was 43.	

POPULATION.
The following is an estimate of the population of the Colony, exclusive of the New Territory, on the 30th June, 1903:—

British and Foreign Community	18,581
Chinese	307,509
Total	326,091

The population of the New Territory, according to the census taken in 1901, was 102,254.

MARRIAGES.
The number of marriages solemnised during the year was 146, as compared with 129 in 1902.

	Males.	Females.	Total.
Chinese	521	228	749
Non-Chinese	150	135	285
Total	671	363	1,034

This is equal to a general birth-rate of 3.17 per 1,000, as compared with 3.8 in 1902.

The birth-rate among the non-Chinese community alone was 18.2 per 1,000 as compared with 12.6 per 1,000 in 1902. The nationalities of the non-Chinese parents were as follows:—

The number of the Chinese births registered does not give an accurate record of the total number of births of Chinese that have occurred in the Colony, for many of the infants that die during the first month or so of life remain unregistered, although their deaths must be registered to obtain the necessary burial orders. It has been customary, therefore, to add to the

The number of the Chinese births registered does not give an accurate record of the total number of births of Chinese that have occurred in the Colony, for many of the infants that die during the first month or so of life remain unregistered, although their deaths must be registered to obtain the necessary burial orders. It has been customary, therefore, to add to the

registered births the number of infants of one month old and under that die in the various convents, or are found by the police in the streets or in the harbour. The number during 1903 was 250 males and 276 females, making a total of 526, and the addition of these figures to the registered Chinese births gives a total of 1,279 as compared with 1,539 during the previous year. The corrected birth-rate is, therefore, 4.7 per 1,000, while among the Chinese alone the rate becomes 4.2 per 1,000.

DEATHS.
The number of deaths in the British and Foreign Community was 309, as compared with 352 in 1902. The number of deaths among the Chinese was 5,875 as compared with 6,431 in 1902. Four Europeans and 1,251 Chinese and other Asiatics died from plague.

The number of deaths in hospital amount to 1,486, or 24 per cent. of the total number of deaths registered during the year.

PERMITS.
The nature and number of permits issued during the year were as follows:—

To fire crackers	512
To hold processions	28
To perform theatricals	30
To hold religious ceremonies	40
Total	610

DISTRICT WATCHMEN.
Convictions were obtained before the police magistrate during the year through the instrumentality of district watchmen. The contributions to the fund for the year were \$22,195.29 as compared with \$17,191.09 in 1902, being an increase of \$5,004.20. This is due chiefly to the increased rate at which contributions are paid. The increase came into force in July, 1902. The expenditure for the year was \$17,549.37. Included in this sum are \$3,000, a refund of a Government loan, \$1,372.39 for uniform and equipment, \$355.83 for loss on exchange. The balance to the credit of the fund on the 31st December was \$12,415.05.

CHINESE RECREATION GROUND.
The total expenditure for the year was \$508.27. The revenue obtained from the lease of shops, &c., was \$1,555.52 compared with \$1,257.02 in 1902. The balance to the credit of the fund is \$1,500.75.

TUNG WA HOSPITAL.
The new wing of the hospital in Tai Ping-shan was opened on the 29th March. The Infectious Diseases Hospital at Kennedy Town was opened on the 6th June, but a laundry and some other out-buildings are not completed owing to difficulties with the contractor. The financial position of the hospital is much more satisfactory than it was two years ago. An influential Committee was appointed in 1902 to inquire into and report on the finances of the hospital, and with its support it has been found possible to considerably increase the amount of subscriptions and the revenue from the hospital's property. Hitherto the only annual subscribers to the hospital have been the various guilds, but on the recommendation of the Finance Committee a new departure was made and individual subscriptions invited. In answer to the appeal 54 gentlemen have promised subscriptions of a hundred dollars a year and 19 of fifty. A welcome addition to the revenue of the hospital has been made by the Government grant of \$5,000 a year.

The number of patients under treatment at the Tung Wa Hospital during the year (Mr. Brewin states under another heading) was 2,457 as compared with 2,730 in 1902. Of these, 1,540 were discharged and 889 died. The percentage of deaths compared with admissions during the year was 36.2. In 1902 the percentage was 45.34, and in 1901 24.40. The number of out-patients during the year was:—Males, 49,376; Females, 23,497. Total, 72,873.

ROWLAND'S MACASSAR OIL FOR THE HAIR

Preserves, Beautifies, Nourishes It.
Nothing equals it. 1/2 to 1/4 ounce proves this fact. Golden Colour for Hair.
Of Stores, Chemists, Hairdressers.

[3835—1]

INTIMATIONS

BEFORE GOING TO BED
USE
CALVERT'S CARBOLIC Tooth Powder
This unique antiseptic dentifrice is well-known by its pink colour, pleasant taste, fragrant odour, and thorough efficiency.
F. C. CALVERT & Co., Manchester, Eng.

[68—3]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply any quantity of PURE FRESH WATER to the Shipping, both for Deck and Cabin.

Call Flag W. J. W. KEW, Manager, 1st Floor, 37, Cross Street Road, Hongkong, 15th June, 1903. [13943]

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. HAYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.
F. H. BLACKHEAD & CO., AGENTS, Hongkong, 31st July, 1903. [1163]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.
PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES.
\$25 per Quarter.

NO CHARGE FOR INITIAL INSTALLATION.

N.B.—A special charge is made for lines more than average length.

DESK TELEPHONES
For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES:
BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, SWITCHES, TELEPHONES, WIRES, &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical work

Address:—No. 2, ICE HOUSE ROAD.
W. STUART HARRISON, A.M.I.C.E., Manager.

Hongkong, 10th April, 1904. [243]

THEODORO VAFIADIS & CO

MANUFACTURERS OF HIGH-CLASS EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)
PURVEYOR TO THE BRITISH FIELD FORCE CANTERNS IN SOUTH AFRICA.
BRANCHES:
BOMBAY.....20, ESPLANADE ROAD.
CALCUTTA.....4, DALHOUSIE SQUARE.
RANGOON.....72, MERCHANT STREET.
LONDON.....19, BASINGHALL ST., E.C.
ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—
MESSRS. KRUSE & CO., HONGKONG

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SUNDOGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 103, ROUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Siam, Java, Manila, Amoy, Shanghai, Chefoo, Canton, Newchwang, Poot Arthur, Seoul, Choo-shipo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shin-osaka, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1-1-3-4)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamato and Ito Coal Mines; and SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, Munaka, Munakata, Onoda, Otsu, Sasahara, Takahara, Yoshitani, Yoshio, Yumekura, and other Coals.

S. INOZUKA, Manager, Hongkong

BONZOLINE.

The SUBSTITUTE for IVORY in the TROPICS. Does not crack or change its shape. Is coloured throughout and always keeps its colour.

Has the same hardness, click and elasticity as the very best ivory.

BONZOLINE BILLIARD BALLS, size 2 1/4 inch, Rs. 3/6 set of three.

BONZOLINE POOL BALLS, size 2 1/4 inch, Rs. 12/6 set of twelve.

BONZOLINE PYRAMID BALLS, size 2 1/4 inch, Rs. 16/6 set of six.

BONZOLINE SNOOKER BALLS, size 2 1/4 inch, Rs. 23/6 set of twenty-two.

C. LAZARUS & CO. BILLIARD TABLE FACTORY, 10 & 11, BENTINCK STREET, CALCUTTA. [3119—2]

SANTAL MIDY
These tiny Capsules—superior to Copaiba, Cubeba, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.
Each Capsule bears the name MIDY

LADIES' SAFE REMEDY
For functional troubles, delay, pain and those irregularities peculiar to the sex.

APOLINE
CHAPOTEAUT, 8, r. Vivienne, Paris

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, r. Vivienne, Paris

1235—2

TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.
Hongkong, 26th April, 1904. [1120]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.
Hongkong, 3rd October, 1900. 54

BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

LOCOMOTIVE ENGINES

ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.
Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR LIFTING AND SHUNTING.

RACK RAIL LOCOMOTIVES, YARD ENGINES, &c.

WHEEL AND OTHER LATHES, MILLING MACHINES, DRILLS, PLANERS, SLOTS, &c.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.

STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

EMERY GRINDING MACHINES A SPECIALITY.
ALL TOOLS ELECTRICALLY DRIVEN IF REQUIRED.
ALL PARTS OF THE ENGINES AND MACHINE TOOLS ARE MADE ACCURATELY TO STANDARD GAUGES.

WM. WHITELEY
(Universal Providers)
WESTBOURNE GROVE, LONDON, W.
THE BIGGEST STORE IN THE WORLD.
HIGH QUALITY. MODERATE PRICES. PROMPT ATTENTION.
General Illustrated Catalogue (250 pages, 30 any Department) sent free to bona fide enquirers.

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SHIPPING.

ARRIVALS.	
May 20, WONGKOT, German str., 1,200, F. Brull, Bangkok 10th and Kohsichang 14th May. Rice and Timber.—BUTTERFIELD & SWIRE.	
May 21, AGAMNON, British str., 4,461, R. Day, Kobe 15th May, General.—BUTTERFIELD & SWIRE.	
May 21, HORNSTEIN, German str., 1,275, H. Hammer, Emden 31st March, General.—BRADLEY & CO.	
May 21, MARIE JENSEN, German str., 1,771, H. Denikin, Java ports 11th May, Sugar.—ORDRE.	
May 21, ORANGE, Norwegian str., 1,001, Joh. Danneberg, Saigon 17th May, Rice and Flour.—SANDER, WIELER & CO.	
May 21, SIAM, British str., 2,992, Robt. A. Birus, Singapore 15th May, Oil.—Geo. McDONALD.	
May 21, TIGER, German gunboat, 900, Dornblum, Pakhoi 20th May.	
May 21, TRIUMPH, German str., 479, A. Hansen, Pookow, Amoy and Swatow 26th May, General.—OSAKA SHOSHEN KAISHA.	
May 21, WINGCONOR, U.S. battleship, 12,000, (Clerk—Rear Admiral Cooper on board), Manila 19th May.	
May 22, CRYLON, British str., 2,537, C. F. Lockstone, London 13th April, General.—P. & O. S. N. Co.	
May 22, EBANG, British str., 1,127, W. F. Bichard, Tientsin and Chefoo 16th May, General.—JARDINE, MATHESON & CO.	
May 22, HALLOONG, British str., 785, Gibson, Amoy 21st May, General.—DOUGLAS LAFRAIK & CO.	
May 22, HANGSANG, British str., from Canton.	
May 22, HOLLAND, German str., 855, Joh. C. Hansen, Saigon 18th May, Rice and General.—CHINESE.	
May 22, HUP, French steamer, 705, Godineau, Haiphong and Kwangchow 21st May, Rice and General.—A. R. MARY.	
May 22, MATHILDA, Norwegian str., 2,230, H. Tarrvig, Kutchinotzu 16th May, Coal.—MITSUBISHI KAISHA.	
May 22, PETRARCH, German str., from Canton.	
May 22, SHAWMUT, Am. str., 6,195, Wm. M. Smith, Tacoma and Manila 19th May, General.—DODWELL & CO.	
May 22, SHANGHAI, British str., 1,360, Stolt, R. R. K. Shanghai 19th May, General.—BUTTERFIELD & SWIRE.	
May 22, THALES, British str., 824, A. J. Robson, Swatow 21st May, General.—DOUGLAS LAFRAIK & CO.	
May 22, VICKSBURG, U.S. gunboat, 1,050, Marshall, Manila 19th May.	
May 22, VINDORONA, Austrian str., 2,694, H. Cohol, Trieste and Singapore 16th May, General.—SANDER, WIELER & CO.	
May 22, WUONG, British str., from Canton.	

AT THE HARBOUR MASTER'S OFFICE.
21st May.

Keungai, German str., for Swatow.
Kwangle, Chinese str., for Shanghai.
Sheila, British str., for Newcastle.

DEPARTURES.

21st May.	
C. DIEDERICHSEN, German str., for Haiphong.	
CHINA, German str., for Saigon.	
CHUNSANG, British str., for Singapore.	
CHUNAN, British str., for Europe.	
DECIANA, German str., for Newchwang.	
KWONGLOON, German str., for Shanghai.	
LOTHIAN, British str., for Salina Cruz.	
MARQUIS BACQUEHEM, Aust. str., for Trieste.	
RASDABA, British str., for Sasebo.	
TARTAR, British str., for Swatow.	
TUNGSHING, British str., for Canton.	
22nd May.	
APENADE, German str., for Pakhoi.	
BONO, Norwegian str., for Bangkok.	
ECLIPSE, British cruiser, for Shanghai.	
FRITHJOF, Norwegian str., for Tamsui.	
INDRAPRA, British str., for Woksang.	
KANSU, British str., for Tientsin.	
LOKSANG, British str., for Bangkok.	
M. S. DOLLAR, British str., for San Francisco.	
PHRANANG, German str., for Bangkok.	
TAIWAN, British str., for Shanghai.	
VERONA, German str., for Shanghai.	
WAIHOKA, British str., for Amoy.	

VESSELS IN DOCK.

19th May.	
ABERDEEN DOCKS.—Adamant, Apennine, U.S. Monterey, H.M.S. Hart, Tak Hing, Fatsien, Tweeddale.	
COMMERCIAL DOCK.—H.M.S. Whiting, H.M.S. Sparrowhawk.	

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
"ZIETEN".

Captain B. Wilhelm, due here with the outward German Mail about TUESDAY, at 6 P.M. will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 21st May, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING".

Captain J. G. Spence, will be despatched for the above ports on THURSDAY, the 26th inst., at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 20th May, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, week days, at about 2 P.M. and Sundays about 7.30 P.M.

Fares—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. On Excursion Sundays, 2nd and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 24 hours to reach Macao.

MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	ALCINOUS	Brit. str.	H. G. H. Lowell	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP, via SINGAPORE, & LONDON, &c., via PORTS OF CALL.	MANILA	Brit. str.	F. K. Summers	P. & O. S. N. Co.	About 25th inst.
LONDON & ANTWERP.	DEVILION	Brit. str.	.....	BUTTERFIELD & SWIRE	4th June, Noon.
LONDON & ANTWERP.	AGAMNON	Brit. str.	.....	BUTTERFIELD & SWIRE	7th June.
LONDON & ANTWERP.	KINTUCK	Brit. str.	.....	BUTTERFIELD & SWIRE	21st June.
LONDON & ANTWERP.	E. SIMONS	Fren. str.	G. Boardon	MESSAGERIES MARITIMES	5th July.
MARSEILLES, LONDON & ANTWERP.	M. MONTHSHIRE	Brit. str.	H. N. Vyvyan	SHEWAN, TOMES & CO.	19th July.
MARSEILLES, LONDON & ANTWERP.	BENMORE	Brit. str.	Webster	GIBB, LIVINGSTON & CO.	31st inst., at 1 P.M.
BREMEN, via PORTS OF CALL.	BAYERN	Ger. str.	Formes	MELCHERS & CO.	About 8th June.
HAYRE & HAMBURG.	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	About 11th June.
HAYRE & HAMBURG.	SEGOWIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	25th inst., at Noon.
HAYRE & HAMBURG.	BATAVIA	Ger. str.	Dempwolf	HAMBURG-AMERIKA LINIE	31st inst.
HAYRE & HAMBURG.	YUNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	14th June.
HAYRE & HAMBURG.	C. FRED LAEISZ	Ger. str.	Sachs	HAMBURG-AMERIKA LINIE	28th June.
GENOA, MARSEILLES & LIVERPOOL.	BADENIA	Ger. str.	Reorden	BUTTERFIELD & SWIRE	10th Aug.
NEW YORK, via SUEZ CANAL.	TRENKAI	Brit. str.	.....	BUTTERFIELD & SWIRE	20th June.
NEW YORK, via SUEZ CANAL.	KIEMUN	Brit. str.	.....	BUTTERFIELD & SWIRE	25th July.
NEW YORK, via SUEZ CANAL.	RAS ISSA	Brit. str.	.....	SHEWAN, TOMES & CO.	About 31st inst.
NEW YORK, via SUEZ CANAL.	SATSUMA	Brit. str.	.....	DODWELL & CO., LD.	About 3rd June.
NEW YORK, via SUEZ CANAL.	SENICA	Brit. str.	.....	STANDARD OIL CO.	About 15th June.
NEW YORK, via SUEZ CANAL.	E. OF CHINA	Brit. str.	.....	CANADIAN PACIFIC R. CO.	1st June.
PORTLAND, OREGON.	ATHENIAN	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	20th inst., at 3 P.M.
AUSTRALIAN PORTS.	SHAWMUT	Brit. str.	Schuldt	BUTTERFIELD & SWIRE	15th June.
AUSTRALIAN PORTS.	CHANGSHIA	Brit. str.	.....	PORTLAND & ASIATIC CO.	14th June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	EASTERN	Brit. str.	Ellis	BUTTERFIELD & SWIRE	2nd June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	CEYLON	Brit. str.	C. F. Lockstone	P. & O. S. N. Co.	4th June, at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	WUONG	Brit. str.	.....	BUTTERFIELD & SWIRE	About 23rd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	VINDORONA	Aus. str.	Cohol	SANDER, WIELER & CO.	To-day.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	LOONGMOON	Ger. str.	Kalkofen	SIEMSEN & CO.	25th inst., at 3 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	BALLAARAT	Ger. str.	C. R. Longden	P. & O. S. N. Co.	About 2nd June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	ZIETEN	Ger. str.	B. Wilhelm	MELCHERS & CO.	Quick despatch.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	25th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	5th June, 8 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	29th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	1st June, 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	THALES	Brit. str.	Robson	DOUGLAS LAFRAIK & CO.	To-morrow, 2 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	CHILIA	Brit. str.	.....	BUTTERFIELD & SWIRE	4th June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	SUNGKANG	Brit. str.	.....	BUTTERFIELD & SWIRE	25th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	RUH	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	25th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	4th June, 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	LEIGHTNING	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	About 8th June.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	TRITON	Brit. str.	J. G. Spence	DAVID SASSOON & CO., LD.	26th inst., at 4 P.M.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUETTES-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 31st May, 1904, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain G. Boardon, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with the Australian line s.s. "Caledonia," bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places in Europe.

Shipping Orders will be granted till Noon only on Monday, the 30th May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th May, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING".

Capt. Wm. Robinson, of 1,068 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd Class ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904.

MESS AGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer "PAUL BEAU".

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN" Captain Merin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... \$0.80

Deck ... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to

The Pharemy, Queen's Road Central.

Hongkong, 23rd March, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG".

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong New Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.

No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea) } CEYLON } About 23rd } Freight and }
HAI, MOJI and KOBE } C.F. Lockstone, R.N.R. } May } Passage.

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID } MANILA } About 25th } Freight and }
SINGAPORE, PENANG, COLOMBO, and PORT SAID } H.G.H. Lowell, R.N.R. } May } Passage.

SHANGHAI } BALLAARAT } About 2nd } Freight and }
C.R. Longden, R.N.R. } June } Passage.

LONDON, &c. } SIMLA } Noon 4th } See Special }
F.R. Summers } June } Advertisement.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 20th May, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
STRASSBURG } HAYRE and HAMBURG	(Calling at Singapore, Penang and Colombo)	On 31st May. } Freight & } Capt. Madsen. } Passengers.
SEUOVIA } HAYRE, BREMEN and HAMBURG	(Calling at Singapore, Penang and Colombo)	On 14th June. } Freight.
Capt. Förck } HAYRE and HAMBURG	(Calling at Singapore, Penang and Colombo)	On 29th June. } Freight.
BATAVIA } HAYRE and HAMBURG	(Calling at Singapore, Penang and Colombo)	On 6th July. } Freight.
NURNBERG } HAYRE and HAMBURG	(Calling at Singapore and Penang)	On 26th July. } Freight.
C. FRED LAEISZ } HAYRE and HAMBURG	(Calling at Singapore, Penang and Colombo)	On 26th July. } Freight.
Capt. Sachs } HAYRE and HAMBURG	(Calling at Singapore, Penang and Colombo)	On 10th Aug. } Freight.
BADENIA } HAYRE and HAMBURG	(Calling at Singapore, Penang and Colombo)	On 10th Aug. } Freight.
Capt. Reorden } HAYRE and HAMBURG	(Calling at Singapore, Penang and Colombo)	On 10th Aug. } Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, via SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 25th May, at 10 A.M.
TAMUI, via SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 29th May, at 10 A.M.
ANPING, via SWATOW AND AMOY	"TRITON"	WEDNESDAY, 1st June, at 10 A.M.
TAMUI, via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 5th June, at 8 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 20th May, 1904.

T. ARIMA, Manager

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 28th May, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 4th June, 10 A.M.
PERLA	1980	A. H. Nottley		

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 18th May, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVEST

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"YANGTZE"	On 23rd May.
GLASGOW and LIVERPOOL...	"DIOMEDE"	On 3rd June.
GLASGOW and LIVERPOOL...	"NESTOR"	On 11th June.
GLASGOW and LIVERPOOL...	"STENTOR"	On 13th June.
GLASGOW and LIVERPOOL...	"KINTUCK"	On 17th June.
GLASGOW and LIVERPOOL...	"KEEMUN"	On 25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"ALCINOUS"	On 24th May.
LONDON and ANTWERP...	"DEUCALION"	On 7th June.
LONDON and ANTWERP...	"TEENKAI"	On 20th June.
LONDON and ANTWERP...	"AGAMEMNON"	On 21st June.
LONDON and ANTWERP...	"YANGTZE"	On 5th July.
LONDON and ANTWERP...	"KINTUCK"	On 19th July.
LONDON and ANTWERP...	"KEEMUN"	On 25th July.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"STENTOR"	On 15th June.

For Freight, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 20th May, 1904.

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CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 23rd May.
MANILA	"SUNGKANG"	On 25th May.
THURSDAY ISLAND, COOK, TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MEL.	"CHANGSHA"	On 2nd June.
SWATOW, CHEFOO and TIENTSIN	"CHIHLI"	On 4th June.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duty qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 23rd May, 1904.

[12]

JAVA-CHINA-JAPAN LINE

HEAD AGENT—E. BISSCHOP, 3, DUNDRELL ST., HONGKONG.
REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS	First half of June	SHANGHAI & JAPAN	First half of June
TJILATIAP	JAPAN	First half of June	SINGAPORE & JAVA PORTS	First half of June
TJIMAH	JAVA PORTS	Second half of May	SHANGHAI & JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to

**THE AGENTS,
THE HOLLAND CHINA TRADING CO.**

Hongkong, 11th April, 1904.

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AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
SHANGHAI, YOKOHAMA AND KOBE
THE Company's Steamship

"VINDOBONA."
Captain Cobol will leave for the above places
on WEDNESDAY, the 24th inst., at Noon.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents,
Princes' Buildings.

Hongkong, 18th May, 1904.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched for the
above ports on SATURDAY, the 4th June, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To ensure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th May, 1904.

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THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"
Captain F. R. Summers, carrying His
Majesty's Mails, will be despatched from this
for Bombay, etc., on SATURDAY, the 4th
JUNE, at Noon, taking passengers and
cargo for the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd May, 1904.

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.

(With liberty to call at Philippine Ports)

THE Steamship

"SENECA,"
will be despatched as above on or about the 15th
June.

S.S. "SCHUYLKILL" on or about the 1st
July.

For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, 21st May, 1904.

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VESSELS ON THE BERTH

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK VIA SUEZ CANAL,
THE Steamship

"RAS ISSA,"
will be despatched for the above port on
or about TU ESDAY, the 31st inst.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 19th May, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK

VIA PORTS AND SUEZ CANAL
(With liberty to call at Philippine
Ports).

PROPOSED SAILINGS FROM HONGKONG.
About

"SATSUMA" ... 3rd June.

"RICHMOND CASTLE" ... 15th June.

"ST. FILLANS" ... 30th June.

"LOWTHER CASTLE" ... 31st July.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 9th May, 1904.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"BENMOHR,"
Captain Webster, will be despatched as above
on or about the 11th June.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th May, 1904.

NATAI LINE OF STEAMERS.

THE Underigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA FOR CAPE PORTS every fortnight.

For Freight and further particulars,
apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"CALCHAS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 18th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M., on the 23rd inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 23rd inst., will
be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
26th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th May, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex s.s. *Britannia*
and *Mariner*.

From Australia, ex s.s. *China*.

From Calcutta, ex s.s. *Sumatra*.

From Persian Gulf, ex s.s. *B. I. S. N.*
and *B. & P. S. N. Co.'s* steamers.

Cochin China ex s.s. *Fulda*.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY, the 19th inst.

Goods not cleared by the 26th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 19th May, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DARDANUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 2nd inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 27th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown and all Goods
remaining undelivered after the 27th inst., will
be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
30th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th May, 1904.

[10-11]

NOTICE TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE AND SHANGHAI.
THE Steamship

"MARQUIS BACQUEHEM,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed and
stored at their risk, by the Hongkong and
Kowloon Wharf and Godown Co., Limited,
whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 27th May, or they will not be
recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 27th
May, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 20th May, 1904.

STEAMSHIP "AUSTRALIEN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.
Douglas and *Sinai*, from Havre ex s.s.
Sinai, from Bordeaux ex s.s. *Ville de Marcell*,
and *Ville de Lorient*, in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Treasure and
Valuables, are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, 16th inst., requesting
it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
Monday, the 23rd May, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 23rd May, or they will not be recognised.

All damaged packages will be examined on
Monday, the 23rd May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th May, 1904.

NOTICES OF REMOVAL

THE HEAD AGENCY OF THE JAPA-
NESE STEAMSHIP LINE.

THE OFFICES of the above Steamship
Company have THIS DAY been REMOVED
TO ALEXANDRA BUILDINGS, 3rd
FLOOR.

Hongkong, 23rd April, 1904.

CHANGE OF ADDRESS.

WILKINSON, HEYWOOD & CLARK,
LTD. (Proprietors of David Storer &
sons), have REMOVED TO ALEXANDRA
BUILDINGS (3rd FLOOR),
W. D. GRAHAM, Manager.

Hongkong, 30th April, 1904.

GRACA & CO.,
FOREIGN AND COLONIAL STAMP
DEALERS,

No. 58, PRINCE STREET, HONGKONG,
will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.

Are also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount. Allowed. [331]

BUDWEISER

BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.

TRADE IN ORDER AND
QUALITY

THE LARGEST BREWERY
IN THE WORLD.

This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.

The Beer is sterilized after being bottled, and
full mature age insures its fine condition in av-
erage climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.

Hongkong 25th July, 1903.

DAVID CORSE & SONS
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.

3486]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE
AND KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 5555. AIR GUNS and
AMMUNITION in Variety.

WM
Hongkong 28th November 1902

PRINTING OF ALL KINDS at the most
moderate prices at
THE "DAILY PRESS" OFFICE

All proofs are read and all work
superintended by Englishmen. Always
equal and generally superior to that
done anywhere else. Estimates given

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during their
stay in Hongkong Harbour.

ECLIPSE, British 4-m. barque, J. McBryde—
Standard Oil Co.

LYNDHURST, British 4-m. barque, J. Parnell—
Standard Oil Co.

Benger's
Food is
mixed with fresh
new milk when
used; is dainty
and delicious, &
highly nutritive,
and most easily
digested. Infants
thrive on it, and
delicate or aged
persons enjoy it.

The "LARGEST" describes it as—
"Mr. Benger's admirable
preparation."

Sold in tins by Chemists,
etc., everywhere.

The YOUNG
AMERICAN
CIGAR.

The FLAVOUR is
exquisite.

The AROMA
delicate and fine.

Smoked
everywhere,
NORTH, SOUTH
EAST, and WEST,
in fact
ALL OVER THE
UNIVERSE.

GRIMAULT'S
SARSAPARILLA
A TRUE BLOOD PURIFIER

CLEANSE YOUR BLOOD
WITH GRIMAULT & Co's
SARSAPARILLA!

For eruptions, scrofula, boils, ulcers,
sores, carbuncles, pimples, blotches,
and all disorders originating in vitia-
ted blood, this medicine is the most
reliable and most economical and
contains no mercury or dangerous
minerals. No other blood-purifier gives
equal satisfaction or is so universally
in demand.

GRIMAULT & Co
8, rue Vivienne, PARIS (France)
Sold by all dealers.

